



## **AGENDA**

### **SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

**May 4, 2006**

**6:30 P.M.**

#### **WEST CONFERENCE ROOM**

#### **CALL TO ORDER**

#### **ROLL CALL**

#### **SCHEDULED PRESENTATION**

There is no presentation scheduled at this time.

#### **PUBLIC ANNOUNCEMENTS**

(Speakers are limited to 3 minutes for announcements of related Board/Commission events, programs, resignations, recognitions, acknowledgments)

#### **CONSENT CALENDAR**

- 1.A) Approval of Draft Minutes from March 16, 2006 and March 30, 2006
- 1.B) Approval of Agenda
- 1.C) Approval of 2006 Calendar

#### **CITIZENS TO BE HEARD**

This category is limited to 15 minutes, with a maximum of three minutes per speaker. If your subject is not on the agenda, you will be recognized at this time; but the Brown Act (Open Meeting Law) does not allow action by Board or Commission Members. If you wish to speak to a subject listed on the agenda, you will be recognized at the time the item is being considered by the Board or Commission.

#### **PUBLIC HEARINGS/GENERAL BUSINESS**

- 2. DISCUSS Bike Plan Update – Working Paper #1
- 3. MOTION FY 2006/07 Transportation Development Act Article 3 Funding Prioritization

4. MOTION Recommend VTA BPAC Representative
5. MOTION Sunnyvale Caltrain North Side Access – Position on Near Term Improvements

### **NON-AGENDA ITEMS AND COMMENTS**

- BPAC ORAL COMMENTS
- STAFF ORAL COMMENTS

### **INFORMATION ONLY ITEMS**

1. Approved February 16, 2006 Meeting Minutes
2. BPAC Active Items Report
3. BPAC Email
4. 2006 Slurry Seal List

### **ADJOURNMENT**

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#### **Notice to the Public:**

*Agenda information is available by calling Dieckmann Cogill at (408) 730-2713. Agendas and associated reports are also available on the City's website at <http://www.sunnyvale.ca.gov/>, [biking.inSunnyvale.com](http://biking.inSunnyvale.com) or at the Sunnyvale Public Library, 665 W. Olive Ave., Sunnyvale, 72 hours before the meeting. Please contact the Department of Public Works Transportation and Traffic Division office at (408) 730-7412 for specific questions regarding the agenda.*

*Pursuant to the Americans with Disabilities Act, if you need special assistance in this meeting, please contact Dieckmann Cogill at (408) 730-2713. Notification of 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (29 CFR 35.104 ADA Title II)*

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## **GUIDELINES FOR ADDRESSING THE BOARD OR COMMISSION**

### **Public Announcements – Beginning of Meeting**

- 3 minutes or less per speaker.
- Speakers are requested to give their name (address is optional).
- Recognition of a special achievement.
- Announcement of public event with definite time and date.
- Public events that are of Board/Commission interest that occur in the City annually. (Only announce one time for the year).

### **Public Hearings – Order of Hearing as Follows:**

- Opening remarks by the applicant (if applicable).
- Speakers are requested to give their name (address is optional).
- Anyone interested in addressing the Council (may only speak one time).
- Closing remarks by the applicant (if applicable).
- Time limit of 3 minutes per person (to be extended at discretion of Chair). Please make comments brief and be prepared to provide new input.

### **Citizens to be Heard**

- Any item relevant to the Board and/or Commission
- Speakers are requested to give their name (address is optional).
- Items not on the agenda.
- Items that do not fall within the scope of the Public Announcement section.
- Time limit of 3 minutes, 15 minutes total for this category (to be extended or continued to end of Board/Commission business, at the discretion of the Chair). Limit to one appearance during this section.

<p>If you wish to provide the Board/Commission with copies of any handout materials you are presenting, please provide sufficient copies for each Board/Commission member, the Recording Secretary and other staff present.</p>
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**Sunnyvale Bicycle and Pedestrian Advisory Committee**  
**May 4, 2006**  
**Staff Reports**

**Consent Calendar Items**

1.A) Draft Minutes from March 16, 2006 and March 30, 2006 (*Attachment 1.a and 1.b*)

1.C) 2006 Calendar (*Attachment 2*)

**Public Hearings/General Business**

2. Bike Plan Update – Working Paper #1

A Draft of Working Paper #1: Community Conditions - of the Bike Plan Update has been completed (Attachment 3). This paper describes the existing conditions of Sunnyvale's bicycling environment. This includes the bikeway network, bike-to-school and bike-to-transit activity and statistics, education and encouragement, and existing policy. This is the first of four Working Papers that BPAC will review. When combined, the working papers will make up the 2006 Sunnyvale Bicycle Plan. Please review and provide feedback on the content and format of the document. See Attachment 4 for the entire project work plan.

*Recommended Action and Alternatives*

This item is for discussion only. Staff recommends that the BPAC closely review Working Paper #1 of the Sunnyvale Bike Plan Update and provide feedback and comments regarding the content and format.

3. FY 2006/07 Transportation Development Act Article 3 Prioritization

Attached is a draft Report to Council regarding the filing of funding applications for FY 2006/07 Transportation Development Act funding (Attachment 5). The Transportation Development Act (TDA) is a source of funds created by State legislation which annually returns to each region in the State 1/4 of 1% of sales tax revenues which are to be used for transportation projects. A portion of these funds are earmarked for bicycle and pedestrian projects. In order to receive funds in the 2006/07 funding cycle, the City of Sunnyvale must submit potential projects to the Santa Clara Valley Transportation Authority (VTA) and to the Metropolitan Transportation Commission (MTC). In FY 2006/07, \$105,053 is guaranteed to the City for eligible projects. At this time the BPAC is being asked to recommend that City Council adopt the resolution to authorize filing for funding for the Evelyn Avenue Bike Lane Project (\$42,053) and the Java Drive Sidewalk project (\$63,000).

In addition to the guaranteed TDA Article 3 funds described above, TDA funds also

make up a portion of the Countywide Bicycle Expenditure Program (BEP). The BEP is comprised of \$90.5 million to fund bicycle projects listed in the Valley Transportation Plan 2030 for projects over the 2001-2030 time period. The BEP funding is a combination of: 1996 Measure B sales tax, Transportation Funds for Clean Air, Transportation Enhancement funds, Regional Bicycle/Pedestrian Program funds, and TDA Article 3 funds. The Borregas Avenue Bicycle/Pedestrian Bridges project is funded through the Countywide BEP. The funding package includes \$440,000 of TDA Article 3 funds. At this time the BPAC is being asked to recommend that the City Council adopt the resolution to authorize filing for funding for the Borregas Avenue Bicycle/Pedestrian Bridges project (\$440,000).

*Recommended Action and Alternatives*

1. Recommend that the City Council adopt a resolution authorizing the filing of project applications with the VTA and MTC for allocation of the Transportation Development Act funds for FY 2006/07 for pedestrian/bicycle projects.
2. Recommend that the City Council authorize filing of proposed project applications with modifications.
3. Recommend that the City Council not authorize filing of project applications for the FY 2006/07 TDA funds.

Staff recommends Alternative 1.

4. Recommend VTA BPAC Representative

The Santa Clara Valley Transportation Authority (VTA) has requested that cities appoint members to its Bicycle and Pedestrian Advisory Committee (BPAC). The VTA is a regional transportation agency responsible for major transportation capital improvements, transit service, and state, federal, and regional funding allocations in Santa Clara County. The VTA BPAC is a 16 member committee that advises VTA's Board of Directors on planning and funding issues for bicycle and pedestrian projects. Sunnyvale has been asked to make an appointment to the VTA BPAC. The appointee will serve a two-year term. The VTA has asked that the appointee not be a Council Member or a staff member, and that the appointee preferably be a member of the City Bicycle and Pedestrian Advisory Committee. Mr. David Simons has served as Sunnyvale's representative to the VTA BPAC since October 1998 and is a member in good standing and is eligible for reappointment.

*Recommended Action and Alternatives*

1. Recommend that the City Council Appoint David Simons to the VTA BPAC.
2. Recommend that the City Council Appoint another member of the Sunnyvale BPAC to the VTA BPAC.
3. Make no recommendation.

5. Sunnyvale Caltrain North Side Access – Position on Near Term Improvements

Please see Attachment 6 for the Draft Report to Council.

*Recommended Action and Alternatives*

1. Recommend that City Council support construction of a walkway from Hendy Avenue to the Sunnyvale Caltrain station north platform.
2. Recommend that City Council direct staff to install an all way stop sign at Hendy Avenue and Frances Street coincident with construction of a walkway.
3. Recommend that City Council oppose construction of a walkway from Hendy Avenue to the Sunnyvale Caltrain Station north platform.
4. Recommend that City Council direct staff to consider other alternatives for providing pedestrian access from Hendy Avenue or the neighborhood north of the Caltrain station.

Staff recommends Alternatives 1 and 2.

**Information Only Items**

1. Approved February 16, 2006 Meeting Minutes (*Attachment 7*)
2. BPAC Active Items Report (*Attachment 8*)
3. BPAC Email (*Attachment 9*)
4. 2006 Slurry Seal List (*Attachment 10*)



## **MINUTES**

### **SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

The Bicycle and Pedestrian Advisory Committee met in regular session at 6:30 p.m. on March 16, 2006 with Committee Chair Mayer presiding. The meeting was held in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale.

#### **ROLL CALL**

**Members Present:** Kevin Jackson  
Thomas Mayer  
Ralph Durham  
Cindy Cotton  
Thomas Reuner  
Gerald Gras

**Members Absent:** Andrea Stawitcke - Excused

**Staff Present:** Dieckmann Cogill, Senior Transportation Planner  
Lt. Tracy Hern, Public Safety  
Officer Fabian Monge, Public Safety

**Visitors:** None

#### **SCHEDULED PRESENTATION**

Officer Monge answered questions from the committee relating to the safety of pedestrians crossing Bernardo at Olive Ave, the possibility of a sting operation to bring awareness to pedestrian safety, and interpretation of the Vehicle Code section dealing with non-operative traffic signals.

#### **PUBLIC ANNOUNCEMENTS**

None

### **CONSENT CALENDAR**

- 1.A) Approval of Draft Minutes from January 26, 2006
- 1.B) Approval of Agenda
- 1.C) Approval of 2005 Calendar

**Jackson moved and Durham seconded, approval of the Consent Calendar items**

**The motion carried unanimously**

### **CITIZENS TO BE HEARD**

None

### **PUBLIC HEARINGS/GENERAL BUSINESS**

- 2. Bike to Work Day Planning

Volunteers for the energizer stations –

Caltrain: Cindy Cotton

Wolfe/ECR: Gerry Gras

Mary/Maude – Thomas Reuner and Ralph Durham

The bike committee was not interested in organizing a Sunnyvale team for the "Team Bike Challenge".

**No formal action necessary.**

- 3. Health and Safety Fair

Ralph Durham and Thomas Reuner confirmed that they will staff the BPAC table.

**No action necessary**

- 4. Bike Plan Update

Cogill presented staff report. No working papers were available for BPAC review at that time.

**No action necessary**



5. Study Issue: Update on Design and Environmental Review of the Borregas Avenue Bicycle Corridor Capital Project.

This item will be moved to a special meeting on March 30, 2006.

<b>No action necessary</b>
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## **NON-AGENDA ITEMS AND COMMENTS**

- BPAC ORAL COMMENTS

Jackson mentioned that the VTA BPAC terms are up in June and VTA is asking that appointments be made by City Council. He also noted that there is a VTA board subcommittee meeting to discuss 2000 Measure A priorities.

Mayer asked that curb ramp priorities be brought to the BPAC before they are finalized so that there is an opportunity to amend the list. He also commended the school education program and stated that the BPAC would like to formally endorse the curriculum .

- STAFF ORAL COMMENTS

Cogill reported on the Bike safety education program held at Columbia Middle School.

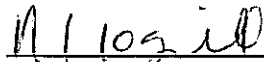
## **INFORMATION ONLY ITEMS**

No comments

## **ADJOURNMENT**

The meeting adjourned at 8:30 p.m.

Respectfully submitted,



Dieckmann Cogill, Senior Transportation Planner

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## **MINUTES**

### **SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

The Bicycle and Pedestrian Advisory Committee met for a special session at 6:30 p.m. on March 30, 2006 with Committee Chair Mayer presiding. The meeting was held in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale.

#### **ROLL CALL**

**Members Present:** Kevin Jackson  
Thomas Mayer  
Ralph Durham  
Thomas Reuner  
Gerald Gras  
Andrea Stawitcke

**Members Absent:** Cindy Cotton - Excused

**Staff Present:** Dieckmann Cogill, Senior Transportation Planner

**Visitors:** None

#### **PUBLIC ANNOUNCEMENTS**

None

#### **CITIZENS TO BE HEARD**

None

#### **PUBLIC HEARINGS/GENERAL BUSINESS**

1. **STUDY ISSUE:** Update on the Design and Environmental Review of the Borregas Avenue Bicycle Corridor Capital Project. **INFORMATION ONLY**

Cogill presented the staff report for the study issue.

**Motion to Endorse the Borregas Avenue Bicycle/Pedestrian Bridges Project and recommend that City Council accept the project update report.**

**Gras/Stawitcke**

**Motion Carried Unanimously**

### **NON-AGENDA ITEMS AND COMMENTS**

- BPAC ORAL COMMENTS

Mayer requested that the Wolfe Road parking violations be enforced and that red curb be painted in the transition zones.

Jackson mentioned that there were library bike locker abuses. He also requested a briefing on how adjustments are made to the traffic signal detection.

- STAFF ORAL COMMENTS

Cogill reported on the Bike safety education program held at Columbia Middle School.

### **ADJOURNMENT**

The meeting adjourned at 7:00 p.m.

Respectfully submitted,

  
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Dieckmann Cogill, Senior Transportation Planner

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# MASTER WORK PLAN BOARDS AND COMMISSIONS CALENDAR

**Board or Commission**      **BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

**Calendar Year**      **2006**

List all significant agenda items below. Include all pertinent items from the Council Study Issues Calendar.

MEETING DATE	AGENDA ITEM/ISSUE
January 26 **(note date change)	Utility Bill Stuffer Concepts Bike Plan Update Mathilda/Caltrain Bridger EIR Scoping Caltrain Bike Lockers Volunteer Patrol Bicycle Friendly Community Application
February 16	Bike to Work Day Planning Health and Safety Fair Sunnyvale Caltrain Station Bike Lockers TFCA 40%
March 16	2006 AC Overlay/Reconstruction List (info only) 2006 Curb Ramp Installation List (info only) Bike to Work Day Planning Health and Safety Fair Bike Plan Update
April 27	Bike to Work Day Planning 06/07 TDA Allocation Bike/Ped Promotional ideas Walk to School Day Planning Bike Plan Update
May 18	Review of 06/07 Proposed Budget TFCA Regional Fund Bike to Work Day debrief Bike Plan Update Pedestrian Safety and Opportunities Study Mary Avenue Extension Geometric Alternatives
June 15	Discussion with Mayor Funding Prioritization
July 20	Election of Officers Review Code of Ethics and Parliamentary Procedures Study & Budget Issue Development
August 17	Study & Budget Issue Development
September 21	Study & Budget Issue Preparation
October 19	Pedestrian Safety and Opportunities Study

November 16	
December 21	2006 Work Plan

*See enclosure*

# **City of Sunnyvale Bicycle Plan Update**



## **Working Paper 1: Community Conditions**

**April 20, 2006**

**Submitted by**



**Korve  
Engineering**

## WORK PLAN

Korve proposes to produce the Sunnyvale Bicycle Plan Update in the following sequence:

### TASK 0 - PROJECT INITIATION

We will begin by meeting with Sunnyvale staff to finalize the project scope, sequence, and deliverables. At this meeting we will confirm the tentative Bicycle/Pedestrian Advisory Committee packet dates for the working papers to be presented and reviewed. This will also be an opportunity to jointly set the stage for the analysis to be conducted for Tasks 1 and 2, which will form the foundation of the Plan Update, and to obtain data and map files needed for future tasks.

**Meeting/Presentations** Kick-off meeting with city project manager and Division staff

**Deliverables** Final work program and budget

### TASK 1 - ANALYSIS OF EXISTING AND PLANNED CONDITIONS

All existing information sources will be reviewed, including:

- 1993 Bicycle Plan
- 1998 Draft Bicycle Opportunities Study
- 2000 Long-Range Bicycle Capital Improvement Program Study
- The bicycle collision analysis update completed by staff for the MTC Bicycle Technical Assistance Program
- Caltrain and VTA bicycle ridership data
- US Census and Journey To Work data
- 2004 CMP Monitoring bicycle counts
- School information including student residence distance from schools
- Other available documents describing user characteristics and land use

Rather than simply updating the 1993 Plan and the Opportunities Study, we will audit both documents with respect to sufficiency and accuracy. (The Bicycle CIP will be updated in Task 4.)

We will survey any segments of the existing roadway and path network that have changed in significant ways since the 2000 Bicycle CIP document was produced. Overall width and lane widths of any changed segments will be catalogued. This survey activity will be done on bicycle and by car as appropriate.

We will inventory existing bicycle parking, bicycle storage, and commuter support facilities throughout the City.

Optionally, screen-line counts (counts of bicyclists passing a given location) could be collected for locations, dates, and durations to be determined. A methodology would be developed based on staff input and information from agencies that have conducted similar counts. The original proposed budget does not address methodology development, or data collection and analysis.

In addition to Existing Conditions, the Plan Update should identify and respond to projects and plans that will affect Sunnyvale's bikeway network and recreational options. To this end, we will also review, list and describe proposed facilities and major developments of Sunnyvale (including downtown redevelopment and the US-101 and Highway 237 overcrossings), adjacent cities (including Cupertino's Mary Avenue / I-280 overcrossing), Santa Clara County (including expressways, parks, and VTA projects), Santa Clara Valley Water District, Caltrans, Bay Trail Project, and the U.S. Government (Moffett Field).

**Meeting/Presentations** Presentation / discussion at BPAC meeting, tentatively November 2005

**Deliverables** Working Paper 1: Existing and Planned Conditions

## **TASK 2 - IDENTIFICATION OF NEEDS, DEFICIENCIES AND OPPORTUNITIES**

Korve will analyze deficiencies and needs in the City's route network, including school-commute, transit-feeder, and recreational routes. Some deficiencies are well-known, and several are being addressed through the addition of the three strategic freeway overcrossings. Identifying other needs will involve envisioning new trip types that will become attractive as these gaps are closed.

We will also evaluate any opportunities arising from projects and proposals identified in Task 1, and will review safety statistics gathered in Task 1 for patterns and implications for engineering, enforcement, and education countermeasures. The current and historical function of the Bicycle/Pedestrian Advisory Committee will also be reviewed.

For each rail transit station and major bus hub, we will identify routes out to a radius of one mile, for experienced cyclists and also for cyclists who may be less comfortable with claiming space on the street. Problematic intersections, difficult turns, and "last block" issues will be identified for each station or hub. Locations within this radius for guide signs will be identified.

For schools, we will focus on highlighting routes within a practical student bicycle commute distance, identifying "last block" opportunities for reducing vehicle/bicycle conflicts, and ensuring that on-campus bicycle parking is adequate and well sited. We will work with school district administrators to identify the student bicycle commute distance for each age range starting with Grade 3 (nominally 1 mile for elementary and middle schools, and 2 miles for high schools), and will overlay these travel distances on each school's enrollment area to identify student routes to each school. The city and/or school district should be able to use the resulting information to create bicycle user maps for each school, similar in principle to the School Route Plan Map in the MUTCD (MUTCD Figure 7A-1).

**Meeting/Presentations** Presentation / discussion at BPAC meeting, tentatively January 2006

**Deliverables** Working Paper 2: Needs and Deficiencies

## **TASK 3 - IDENTIFICATION OF GOALS, POLICIES AND ACTION STATEMENTS**

As the Plan Update moves the City toward completion of its bicycle facility network, "institutionalizing" best-practice policies for roadway maintenance, development review, and workplace bicycle accommodation will become more important. We will develop a list of goals, policies, and action statements that we believe are implementable given the City's financial resources and community directions. These will be reviewed for congruence with related items in Sunnyvale's General Plan.

Because the Bicycle Capital Improvement Program will carry out the action statements of the Plan Update, we believe these statements should be created and reviewed before the CIP is updated.

**Meeting/Presentations** Discussion (along with updated CIP) at BPAC, tentatively March 2006

**Deliverables** Working Paper 3: Draft Goals, Policies and Action Statements

## **TASK 4 - UPDATE OF BICYCLE CAPITAL IMPROVEMENT PROGRAM (CIP)**

Korve will update the 2000 Bicycle CIP Study by removing completed projects, adding new projects resulting from Needs, Deficiencies and Opportunities (Task 2), and making any applicable changes to the current project list organization and the catalog of revenue sources. Projects in the CIP are currently ranked based on rider stress, collision history, ADT, gap closure, cost/funding, connectivity and complexity. These criteria will be updated for all CIP projects, after which the CIP list will be re-ranked.

**Meeting/Presentations** Discussion (along with Draft Goals, Policies and Action Statements) at BPAC, tentatively March 2006

**Deliverables** Working Paper 4: Updated Bicycle Capital Improvement Program (CIP)



#### **TASK 5 - DELIVERY OF PLAN UPDATE**

We will complete the Plan Update by producing an Administrative Draft for staff and BPAC review, a Draft Final report incorporating those review comments and intended for public presentation, and a Final Plan Update based on public and policymaker feedback. Our schedule incorporates one-month review periods for each of these three document versions.

The Plan Update will include updated versions of the maps of existing conditions, opportunities, and proposed-conditions found in the 1998 Bicycle Opportunities Study and the 2000 Long-Range Bicycle Capital Improvement Program Study, plus new maps focusing on routes to workplaces, Caltrain, and schools. To maximize the report's value to policymakers and citizens, we will use photographs to clearly illustrate examples of deficiencies, existing good practices, and opportunities throughout the City. We will provide the full project image archive on CD along with the Final Plan Update.

**Meeting/Presentations** Presentation of Draft Final Plan Update at public meeting, tentatively May 2006

**Deliverables** Administrative Draft Plan Update (3 copies, plus PDF file on CD)  
Draft Final Plan Update (15 copies, plus PDF file on CD)  
Final Plan Update (30 copies, plus PDF file on CD)  
Catalogued image archive on CD

#### **TASK 6 - OUTREACH**

To ensure the broadest community involvement, Korve will publicize the project via an informational webpage, notices in print media, press releases to media serving Sunnyvale residents, contacts with schools and bike shops, and email to bicycle organizations including Silicon Valley Bicycle Coalition, recreational cycling clubs, and periodicals such as Cycle California.

A variety of channels will be set up to accept public input, including an email address, informational webpage with a feedback form, voicemail, and a postal address. These will remain active during the entire project, with input summarized in the Administrative and Draft reports.

Based on the results of our initial research, communication, and field work, Korve will present the Plan Update's scope and objectives at an early BPAC meeting early in the schedule, and when the Draft Plan Update is available toward the end of the schedule. These tentative dates are subject to confirmation by city staff at the initial meeting.

**Meeting/Presentations** Brief presentation of Plan Update project objectives and timeline, at Silicon Valley Bicycle Coalition regular membership meeting (meetings are held in downtown Sunnyvale)

**Deliverables** Informational webpage with suggestion form  
Summary of all collected data and public input



DRAFT

ATTACHMENT

**5**

May 16, 2006

**SUBJECT: Adopt Resolution to Authorize the Filing of Fiscal Year 2006/07 Transportation Development Act Article 3 Applications for Pedestrian and Bicycle Projects**

**REPORT IN BRIEF**

The Transportation Development Act (TDA) is a source of funds created by State legislation which annually returns to each region in the State 1/4 of 1% of sales tax revenues which are to be used for transportation projects. A portion of these funds are earmarked for bicycle and pedestrian projects. In order to receive funds in the 2006/07 funding cycle, the City of Sunnyvale must submit potential projects to the Santa Clara Valley Transportation Authority (VTA) and to the Metropolitan Transportation Commission (MTC). In FY 2006/07, \$105,053 is guaranteed to the City for eligible projects. This report requests that the City Council adopt the resolution to authorize filing for funding for the Evelyn Avenue Bike Lane Project (\$42,053) and the Java Drive Sidewalk project (\$63,000).

In addition to the guaranteed TDA Article 3 funds described above, TDA funds also make up a portion of the Countywide Bicycle Expenditure Program (BEP). The BEP is comprised of \$90.5 million to fund bicycle projects listed in the Valley Transportation Plan 2030 for projects over the 2001-2030 time period. The BEP funding is a combination of: 1996 Measure B sales tax, Transportation Funds for Clean Air, Transportation Enhancement funds, Regional Bicycle/Pedestrian Program funds, and TDA Article 3 funds. The Borregas Avenue Bicycle/Pedestrian Bridges project is funded through the Countywide BEP. The funding package includes \$440,000 of TDA Article 3 funds. This report requests that the City Council adopt the resolution to authorize filing for funding for the Borregas Avenue Bicycle/Pedestrian Bridges project (\$440,000).

**BACKGROUND**

The Transportation Development Act (TDA) is a source of funds generated by a quarter cent per gallon tax on gasoline and diesel fuel sales. A portion of these funds are returned by the State of California to the county in which they were collected for use on bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC) programs these funds in the nine Bay Area counties.

MTC requests that each year, the Congestion Management Agency (CMA) in each of the nine Bay Area counties, coordinate and submit annual TDA Article 3 program funding priorities for their respective counties. VTA serves as the CMA for Santa Clara County. The VTA TDA Article 3 project prioritization process is as follows:

#### Guarantee Fund

Seventy percent of the annual allocation is guaranteed to Member Agencies based on the most recent California Department of Finance population estimates. These funds may be used for any eligible project. This year VTA has estimated that the City of Sunnyvale will receive \$105,053 for eligible projects.

#### Bicycle Expenditure Program Projects

Thirty percent of the annual allocation is dedicated to projects in the Countywide Bicycle Expenditure Program for the 10-year period FY 2002 through FY 2011. This year there is \$600,364 in BEP TDA Article 3 funding. The Borregas Avenue Bicycle/Pedestrian Bridges Project is eligible for the Bicycle Expenditure Program TDA allocation.

In order to receive funds in the 2006/07 funding cycle, the City of Sunnyvale must submit potential projects to the Santa Clara Valley Transportation Authority and to the Metropolitan Transportation Commission. The VTA prioritizes the submitted projects and then submits their list of recommended projects to MTC for approval. Traditionally, MTC approves the projects with instructions to implement the projects within two years of the funding year. The City implements the approved projects and then submits paperwork to MTC to be refunded for the money expended.

Projects which have been funded from prior years include purchase and installation of bike racks and lockers, marking of bike symbols on loop detectors, upgrading of loop detectors, purchase of bike rodeo equipment, sidewalk installations around the City, handicap ramp construction, comprehensive bike facilities study, installation of audible pedestrian signals, and bike lane construction.

The Bicycle and Pedestrian Advisory Committee (BPAC) considered FY 2006/07 TDA candidate projects at its April 27, 2006 meeting. The BPAC took the following action to... (to be completed after BPAC meeting on 4/27.)

#### **EXISTING POLICY**

The following documents contain policy direction on this issue.

Land Use and Transportation Element C3.5.4, Maximize the provision of bicycle and pedestrian facilities.

Bicycle Plan BP.B3, The City of Sunnyvale shall pursue all available funding options for bicycle facility construction and improvements.

Fiscal Sub-Element 7.1B.4d, Pursue and use intergovernmental assistance for projects in the Ten-Year Capital Improvement Plan.

## **DISCUSSION**

Staff reviewed the Resource Allocation Plan and considered other unbudgeted projects in developing a recommendation for candidate projects to the Bicycle and Pedestrian Advisory Committee.

Candidate TDA Article 3 projects for FY 2006/07 were based on review of budgeted projects in the Resource Allocation Plan, review of TDA eligibility requirements, consideration of the Bicycle Capital Improvement Program, and Committee members' and staff's knowledge of bicycle and pedestrian facility needs in the City. This report requests that the TDA funds be used to supplement the Evelyn Avenue Bike Lane Project and the Java Drive Sidewalk project which are both currently in the Resource Allocation Plan and require additional funds for completion. The report also requests that TDA Article 3 funds from the Countywide Bicycle Expenditure Program (BEP) be allocated to the Borregas Avenue Bicycle/Pedestrian Bridges Project.

The Evelyn Avenue Bike Lane Project is a project that will construct bike lanes on Evelyn Avenue from Bernardo Avenue to Reed Avenue. Currently the project is funded in two phases, from Bernardo Ave to Sunnyvale Ave, and from Sunnyvale Ave to Reed Ave. However, the City is planning on constructing both phases of the project at the same time. Preliminary cost estimates have shown that the City may need additional funding to cover the construction costs. For that reason, this report requests that the City Council adopt the resolution to authorize filing for FY 2006/07 TDA Article 3 funding for the Evelyn Avenue Bike Lane Project (\$42,053). This will bring the total project cost for the Bernardo to Sunnyvale portion to \$212,053. The balance of funding for this project segment is from Federal and State grants. The Sunnyvale to Reed portion of the project is funded through a State Bicycle Transportation Account grant and a Bay Area Air Quality Management District Transportation Fund for Clean Air grant.

The Java Drive Sidewalk project provides for the installation of sidewalks near the Tasman Light Rail line in the north part of the City. Many industrial properties in this area were built without sidewalks, and this project provides for improved pedestrian access via sidewalks. An initial phase of the project is complete, but construction of a bridge over the West Channel exceeded the amount of originally available funds. Staff subsequently sought to use federal funds from the Sidewalk Near Tasman Light Rail Project, but the bridge was

deemed ineligible for grant funding. For that reason, this report requests that the City Council adopt the resolution to authorize filing for FY 2006/07 TDA Article 3 funding for the Java Drive Sidewalk project (\$63,000) to fund the construction of the sidewalk across the Sunnyvale West Channel.

The Borregas Avenue Bicycle and Pedestrian Over-crossing project will provide a more safe and convenient bicycle and pedestrian access between central Sunnyvale (residential areas and Caltrain) and north Sunnyvale (major employment area and light rail), along the north-south Borregas corridor. The project accomplishes this by constructing two bicycle and pedestrian overcrossings of Highway 101 and State Route 237. The over-crossings are included in the Tier 1 priority list of projects in the Santa Clara Countywide Bicycle Expenditure Program. It is located on County Bicycle Corridor #14 as designated in the Valley Transportation Plan 2030. Currently the total project cost is \$6.5 million, 80% of which is funded through the BEP (\$5,040,000). A 20% minimum local match is required which is funded through \$1,324,200 City funds and \$150,000 of federal Congestion Mitigation and Air Quality Funding (CMAQ). The Countywide BEP funding package includes a number of funding sources including, Transportation Funds for Clean Air (\$400,000), Measure B (\$500,000), Federal Transportation Enhancements funding (\$3.7 million), and TDA Article 3 (\$440,000). This report requests that the City Council adopt the resolution to authorize filing for TDA Article 3 funding for the Borregas Avenue Bicycle/Pedestrian Bridges project (\$440,000) that is included in the Countywide BEP funding package. The allocation will not alter the total project cost. Project funding is previously approved as project 821870 in the Resource Allocation Plan.

### **FISCAL IMPACT**

TDA Article 3 is a program that reimburses cities for the incurred costs of the selected projects. No local matching funds are required. The VTA estimates the City will receive funds in the amount of \$105,053 from the City apportionment and \$440,000 from the Countywide BEP apportionment. Once the project costs have been incurred, the City of Sunnyvale submits the information to MTC for appropriate reimbursement.

### **CONCLUSION**

Council is being asked to adopt the attached resolution authorizing the Filing of Fiscal Year 2006/07 Transportation Development Act Article 3 Applications for Pedestrian and Bicycle Projects. Staff and the Bicycle and Pedestrian Advisory Committee have considered potentially eligible projects for TDA funding, and found that the following projects meet the funding criteria:

1. Evelyn Avenue Bike Lane Project - \$42,053
2. Java Drive Sidewalk Project - \$63,000

These projects are in the City's Resource Allocation Plan, but require additional funds. This report recommends that the FY 2006/07 TDA Article 3 funding be used to meet the funding needs for these projects.

In addition, the Borregas Avenue Bicycle/Pedestrian Bridges has \$440,000 TDA Article 3 funding included as part of its Countywide Bicycle Expenditure Program funding package. This report requests that the City Council adopt the resolution to authorize filing for funding for the Borregas Avenue Bicycle/Pedestrian Bridges project (\$440,000).

### **PUBLIC CONTACT**

Public notice of this City Council public hearing was made through posting of the Council agenda on the City's official notice bulletin board, posting of the agenda and report on the City's web page, and the availability of the report in the Library and the City Clerk's Office.

### **ALTERNATIVES**

1. Adopt the attached resolution authorizing the filing of project applications with the VTA and MTC for allocation of Transportation Development Act funds for FY 2006/07 for pedestrian/bicycle projects.
2. Adopt a candidate project list different than the staff and BPAC recommendation.
3. Do not take action at this time and forfeit TDA funds for 2006/07.

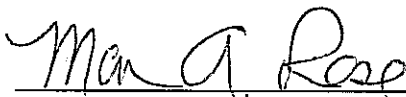
### **RECOMMENDATION**

Staff and the Bicycle and Pedestrian Advisory Committee recommend Alternative #1: Adopt the attached resolution authorizing the filing of project applications with the VTA and MTC for allocation of Transportation Development Act funds for FY 2006/07 for pedestrian/bicycle projects.

Staff and the Bicycle and Pedestrian Advisory Committee have considered potentially eligible projects for TDA funding, and found that the following projects are will be eligible for 2006/2007 TDA Article 3 funds:

1. Evelyn Avenue Bike Lane Project - \$42,053
2. Java Drive Sidewalk Project - \$63,000
3. Borregas Avenue Bicycle/Pedestrian Bridges - \$440,000

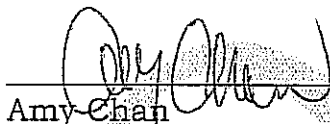
Reviewed by:



Marvin A. Rose Director, Public Works

Prepared by: Dieckmann Cogill, Transportation Planner

Approved by:



Amy Chan  
City Manager

### **Attachments**

- A. Resolution Approving FY 2006/07 TDA Article 3 Applications

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY  
OF SUNNYVALE AUTHORIZING THE FILING OF AN  
APPLICATION WITH THE METROPOLITAN TRANSPORTATION  
COMMISSION FOR THE ALLOCATION OF FISCAL YEAR  
2006/2007 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3  
PEDESTRIAN/BICYCLE PROJECT FUNDING**

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects," which delineates procedures and criteria for submission of requests for the allocation of "TDA Article 3" funding; and

WHEREAS, MTC Resolution No. 875, Revised requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region; and

WHEREAS, the City of Sunnyvale desires to submit a request to MTC for the allocation of TDA Article 3 funds to support the projects described in Attachment B to this resolution, which are for the exclusive benefit and/or use of pedestrians and/or bicyclists;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUNNYVALE THAT:

1. The City of Sunnyvale is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code;
2. That there is no pending or threatened litigation that might adversely affect the project or projects described in Attachment B to this resolution, or that might impair the ability of the City of Sunnyvale to carry out the project;
3. The City of Sunnyvale attests to the accuracy of and approves the statements in Attachment A to this resolution; and furthermore, be it
4. A certified copy of this resolution and its attachments, and any accompanying supporting materials shall be forwarded to the congestion management agency, countywide transportation planning agency, or county association of governments, as the case may be, of Santa Clara County for submission to MTC as part of the countywide coordinated TDA Article 3 claim.





**ATTACHMENT A**

Re: Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2006/2007 Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding

**Findings**

Page 1 of 1

1. That the **City of Sunnyvale** is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 funds, nor is the **City of Sunnyvale** legally impeded from undertaking the project(s) described in "Attachment B" of this resolution.
2. That the **City of Sunnyvale** has committed adequate staffing resources to complete the project(s) described in Attachment B.
3. A review of the project(s) described in Attachment B has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in Attachment B have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project(s) described in Attachment B comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).
6. That as portrayed in the budgetary description(s) of the project(s) in Attachment B, the sources of funding other than TDA are assured and adequate for completion of the project(s).
7. That the project(s) described in Attachment B are for capital construction and/or design engineering; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the **City of Sunnyvale** within the prior five fiscal years.
8. That the project(s) described in Attachment B which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.).
9. That any project described in Attachment B that is a "Class I Bikeway," meets the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual.
10. That the project(s) described in Attachment B are ready to commence implementation during the fiscal year of the requested allocation.
11. That the **City of Sunnyvale** agrees to maintain, or provide for the maintenance of, the project(s) and facilities described in Attachment B, for the benefit of and use by the public.

**ATTACHMENT B**

Page 1 of 3

**TDA Article 3 Project Application Form****Fiscal Year of this Claim:** FY06/07 **Applicant:** City of Sunnyvale**Contact person:** Dieckmann Cogill**Mailing Address:** 456 West Olive Avenue, Sunnyvale, CA 94088**E-Mail Address:** dcogill@ci.sunnyvale.ca.us **Telephone:** 408-730-2713**Secondary Contact (in event primary not available)** Jack Witthaus**E-Mail Address:** jwitthaus@ci.sunnyvale.ca.us **Telephone:** 408-730-7330**Short Title Description of Project:** Evelyn Avenue Bike Lanes**Amount of claim:** \$42,053**Functional Description of Project:**

Reconfigure Evelyn Avenue to include bicycle lanes Bernardo Avenue to Reed Avenue.

**Financial Plan:**

List the project elements for which TDA funding is being requested (e.g., planning, environmental, engineering, right-of-way, construction, inspection, contingency, audit). Use the table below to show the project budget. Include prior and proposed future funding of the project. If the project is a segment of a larger project, include prior and proposed funding sources for the other segments.

**Project Elements:**

This TDA funding is being requested for the Construction phase only.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$42,053			\$42,053
List all other sources:					
1. Transportation Enhancements	\$150,000				\$150,000
2. Local	\$20,000				\$20,000
<b>Totals</b>	<b>\$170,000</b>	<b>\$42,053</b>			<b>\$212,053</b>

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	May 23, 2006
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	No
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	Yes
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	Yes
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	Yes
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) _____	Yes 3/07
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	Yes City of Sunnyvale

**TDA Article 3 Project Application Form****Fiscal Year of this Claim:** FY06/07      **Applicant:** City of Sunnyvale**Contact person:** Dieckmann Cogill**Mailing Address:** 456 West Olive Avenue, Sunnyvale, CA 94088**E-Mail Address:** dcogill@ci.sunnyvale.ca.us      **Telephone:** 408-730-2713**Secondary Contact (in event primary not available)** Jack Witthaus**E-Mail Address:** jwitthaus@ci.sunnyvale.ca.us      **Telephone:** 408-730-7330**Short Title Description of Project:** Java Drive Sidewalks**Amount of claim:** \$63,000**Functional Description of Project:**

Construct Sidewalks along Java Drive in Sunnyvale

**Financial Plan:**

List the project elements for which TDA funding is being requested (e.g., planning, environmental, engineering, right-of-way, construction, inspection, contingency, audit). Use the table below to show the project budget. Include prior and proposed future funding of the project. If the project is a segment of a larger project, include prior and proposed funding sources for the other segments.

**Project Elements:**

This TDA funding is being requested for the Construction phase only.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$63,000			\$63,000
list all other sources:					
1. Local	\$43,739				\$43,739
2.					
3.					
4.					
<b>Totals</b>	\$43,739	\$63,000			\$106,739

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	May 23, 2006
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	No
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	Yes
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	Yes
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	Yes
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) _____	Yes 3/07
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	Yes City of Sunnyvale

## TDA Article 3 Project Application Form

Fiscal Year of this Claim: FY06/07 Applicant: City of Sunnyvale

Contact person: Dieckmann Cogill

Mailing Address: 456 West Olive Avenue, Sunnyvale, CA 94088

E-Mail Address: dcogill@ci.sunnyvale.ca.us

Telephone: 408-730-2713

Secondary Contact (in event primary not available) Jack Witthaus

E-Mail Address: jwitthaus@ci.sunnyvale.ca.us

Telephone: 408-730-7330

Short Title Description of Project: Borregas Avenue Bicycle/Pedestrian Bridges

Amount of claim: \$440,000

## Functional Description of Project:

Construct bicycle/pedestrian bridges over highways 101 and 237

## Financial Plan:

List the project elements for which TDA funding is being requested (e.g., planning, environmental, engineering, right-of-way, construction, inspection, contingency, audit). Use the table below to show the project budget. Include prior and proposed future funding of the project. If the project is a segment of a larger project, include prior and proposed funding sources for the other segments.

## Project Elements:

This TDA funding is being requested for the Construction phase only.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$440,000			\$440,000
list all other sources:					
1. other BEP	\$4,600,000				\$4,600,000
2. Local	\$1,297,000				\$1,297,000
3. CMAQ/match	\$150,000				\$150,000
4.					
<b>Totals</b>					<b>\$6,487,000</b>

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	May 23, 2006
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	No
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	Yes
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	Yes
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	Yes
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) _____	Yes 7/08
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	Yes City of Sunnyvale



## ATTACHMENT

6

May 9, 2006

**SUBJECT: Sunnyvale Caltrain Station North Side Access - Position  
on Near Term Improvements****REPORT IN BRIEF**

For many years an informal access path from Hendy Avenue to the Sunnyvale Caltrain station north platform has been fashioned by pedestrians wishing to access the station (Location map, Attachment 1). To gain this access, Caltrain's right of way fence has been vandalized. Despite the fact this is not City property, over the years the City has pursued formalizing this access or improving another route. For various regulatory, policy, and liability reasons, and potential conflicts with long range planning with the primary responsible agencies, the Peninsula Corridor Joint Powers Board (Caltrain) and the California Public Utilities Commission (CPUC), those agencies have not supported improvements.

However, improvement of the Caltrain platforms to provide gated, controlled crossings and restrict access across the right of way has alleviated many of the CPUC's concerns at this site. Caltrain has also modified its position, and is now prepared to support construction of a formal access in the near term, should the Sunnyvale community demonstrate support. This access would involve construction of a walkway to the north platform, from which pedestrians would use the existing at-grade crossings to cross the tracks (Attachment 2). Construction would likely be performed by Caltrain, with financial support from the Santa Clara Valley Transportation Authority (VTA). Caltrain requests that the Sunnyvale City Council act to transmit the community's position on formalizing near term access.

City staff, in cooperation with Caltrain and the VTA, held a community meeting on April 20, 2006 that was attended by approximately 70 citizens. Support for construction of a formal access in the near term was nearly unanimous. A small number of citizens in attendance are opposed to a formal opening. A number of associated concerns were raised including traffic, parking, littering, and crime. The City has also received a significant amount of correspondence overwhelmingly in favor of improving the path (see Attachment 3). Based on this showing of support, staff recommends that the City Council endorse construction of a walkway from Hendy Avenue to the Sunnyvale Caltrain station north platform, subject to negotiation and formalization of any required

cooperative agreements, permits, funding or other arrangements between the City, Caltrain, and the Santa Clara Valley Transportation Authority. Staff further requests that the City Council authorize the City Manager to negotiate and execute any required agreements to facilitate construction of this access.

The Sunnyvale Bicycle and Pedestrian Advisory Committee (BPAC) reviewed this item as an urgency item at its April 27, 2006 meeting. The BPAC recommends

## **BACKGROUND**

Formal access for pedestrians from north of the Caltrain tracks to the train station and points south currently exists via an obsolete pedestrian overpass at Mathilda Avenue, and the Sunnyvale Avenue at-grade railroad crossing. For many years, pedestrian "desire lines" have eschewed these routes, resulting in illegal fence cutting and trespassing across the Caltrain right of way. The most prominent and notable location has existed at Hendy Avenue and Frances Street.

The City has occasionally but consistently received requests to formalize this access. The access route is primarily on Caltrain property. Improvement requires at a minimum Caltrain's permission, if not their primary participation. Formalizing the access has historically required the approval of the CPUC due to the creation of a route that would serve not only train patrons, but the public in general. Both agencies have not historically been supportive of various proposals, grant applications, etc. put forth by the City to facilitate improving the access. In recent years, the City has concentrated its efforts on supporting a longer term plan by Caltrain for underpass construction that would allow for Hendy Avenue access.

Recently, Caltrain improved the Sunnyvale station platforms with a number of features, including access control across the tracks. Unguarded crossings were replaced with fencing, warning bells, gates, and channelizations to guide passengers along a protected route that faced oncoming trains. When contacted by a local resident, the CPUC indicated that these improvements would alleviate its concerns about public, non-train patron access across the tracks from Hendy Avenue. The City subsequently secured a letter from the CPUC stating that it would abdicate its jurisdiction in this regard.

At the time, the City was initiating work on a grant funded project to develop a plan, concept drawings and environmental clearance for an ultimate set of improvements for the Hendy Avenue interface, with the emphasis on an underpass. After confirming with Caltrain that an at-grade, near term improvement could be considered as an option for access from Hendy Avenue, the City and Caltrain began discussions on planning alternatives. Initially,

Caltrain was reluctant to provide access in the short term until a long term plan was identified and approved.

In early April a citizen filed an Americans with Disabilities Act complaint with the Federal Transit Administration and the State Attorney General regarding the Hendy Avenue access. Because this complaint was filed for an informal, illegal access, Caltrain had no choice but to immediately repair and actively maintain its right of way fence or face criminal charges. Repairs to the fence caused users of the illegal access to contact the City and Caltrain in significant numbers. This prompted Caltrain to reconsider its position to preclude near term improvements, and to indicate its willingness to support and potentially construct a walkway in the near term.

### **EXISTING POLICY**

The following documents contain policy direction on this issue:

Land Use and Transportation Element R1.1 Advocate the City's interests to regional agencies that make land use and transportation system decisions that affect Sunnyvale.

Land Use and Transportation Element C3.5.1 Promote alternate modes of travel to the automobile.

Land Use and Transportation Element C3.5.4 Maximize the provision of bicycle and pedestrian facilities.

Land Use and Transportation Element C3.5.7, Ensure safe and efficient pedestrian and bicycle connections to neighborhood transit stops.

Land Use and Transportation Element C3.6.1 Develop clear, safe and convenient linkages between all modes of travel; including access to transit stations and stops, and connections between work, home, and commercial sites.

### **DISCUSSION**

At this time the most significant hurdles impeding construction of a walkway between Hendy Avenue and the Sunnyvale Caltrain station north platform appear to have been removed. Caltrain has indicated that they will pursue construction of a walkway if the Sunnyvale community desires. Funding for design and construction of a relatively austere facility has been identified by the VTA from its share of Caltrain operating subsidies. A walkway would feature access for the disabled, lighting, a crosswalk or crosswalks on Hendy Avenue, and garbage cans. Some residents have expressed interest in at least some level of "gateway" features.



Caltrain currently maintains the station platforms and appurtenances within their right of way. Staff assumes that Caltrain would similarly maintain a walkway. Garbage service would be by the City's garbage contractor.

### Community Input

A community meeting was held on the issue of near term Caltrain station access on April 20, 2006 at the Sunnyvale Community Center. Approximately 70 citizens attended. Minutes of the community meeting, and written comments received at the meeting are attached (Attachments 4 and 5). Support for construction of a near term access was nearly unanimous, but some concerns were raised. These included:

- Commuters parking in the neighborhood. Currently, unlimited parking is allowed on the south side of Hendy Avenue adjacent to the railroad tracks, while parking in the rest of the neighborhood is restricted to 7 hours. Residents indicate parking restrictions are not regularly enforced. Opinions on parking restrictions are mixed in the neighborhood. A recent neighborhood poll discovered that a majority of residents and property owners favor keeping or increasing the hours of restriction, but some residents support removal of all restrictions and some residents prefer a residential permit parking program. The City has limited resources to manage parking, and does not have sufficient resources to manage an effective permit parking program in a neighborhood as large as the Diana Park area. Previous City Councils have not supported allocating additional resources for parking enforcement.
- Speeding traffic. Residents perceive that speeding is an issue on Hendy Avenue, Frances Street, and other neighborhood streets. Some residents suggested additional traffic control at the Hendy/Frances intersection, or traffic calming measures in the neighborhood. Staff recently made a presentation to the Heritage District Neighborhood Association on the City's Traffic Calming Policy, but residents to date have not elected to submit a petition for consideration of traffic calming. The Department of Public Safety has been notified of the speeding concerns.

Staff is not recommending any changes to parking restrictions or implementation of traffic calming, but is recommending the installation of a three way stop sign at the intersection of Frances and Hendy. Stop signs are typically placed when certain traffic conditions are met, as defined by standardized "warrants" defined by State and Federal guidance. A warrant study is a standardized engineering "test" of whether traffic conditions are present to justify placement of stop signs. It is unlikely that this location will meet the traffic volume or collision history conditions to warrant a stop

sign. However, Federal warrant study guidance does state that additional factors may be taken into account, including:

- A. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- B. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and
- C. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

These conditions are present at the intersection of Hendy and Frances. Pedestrian volumes using the illegal "hole in the fence" were considerable, estimated at as many as 50-100 pedestrians per hour at peak times. Pedestrian traffic would need to emerge from behind a line of trees along the railroad right of way, which impairs visibility to oncoming drivers. Frances Street and Hendy Avenue are through streets with similar characteristics and traffic volumes, and having Hendy traffic stop for Frances traffic, as Frances traffic now stops for Hendy, may address resident speeding concerns and reduce potential conflicts between traffic entering Hendy from Frances and traffic on Hendy. This would represent an operational improvement. The City Council can, at its discretion, direct the installation of a stop sign. Should the Council decide to support a near term Hendy/Caltrain walkway, then based on the above factors the Council may want to consider directing installation of an all way stop sign.

A small number of residents of the area in the immediate vicinity of the proposed access spoke in opposition to providing formal access. Primary concerns were commuters parking in the neighborhood, garbage, and crime.

The Advisory Committee on Accessibility (ACA) reviewed the Hendy/Caltrain access issue at its April 12, 2006 meeting. Minutes of this meeting are attached (Attachment 6). The Committee was generally receptive to supporting construction of a Hendy/Caltrain access in the near term. The Committee also suggested methods to improve the existing route via Sunnyvale Avenue. The Sunnyvale BPAC held a public hearing on this item at its April 27, 2006 meeting.

## Long Term Plans and Other Considerations

Long term plans for the Sunnyvale Caltrain station area include proposals that would impact a walkway constructed today. Caltrain's long range plan calls for construction of four tracks along the entire San Jose-San Francisco route. This would require elimination of station at-grade crossings, and would use the right of way that a walkway would be built on. Access from Hendy Avenue could remain, but access across the tracks would be via a grade separation, most likely an underpass. Caltrain may also modify the station platforms to accommodate longer trains. This could affect the location of an underpass, and therefore the location of access from Hendy Avenue could change. Sunnyvale has received a grant to consider these issues and develop, in cooperation with Caltrain, a plan for a future pedestrian grade separation. This plan is in the early alternatives development stage. Staff intends to continue with production of this plan, and an underpass project is identified as a priority in the Valley Transportation Plan 2030. However, Caltrain now estimates that four tracking is not likely to take place for at least 5 to 10 years. This is part of the reasoning why Caltrain feels it can support construction of a near term access. Construction would be done with the understanding that it is likely that the walkway and at-grade crossing will be replaced in the future, and the access point from Hendy potentially moved.

Another consideration is grade separation or closure of Sunnyvale Avenue. Caltrain staff have expressed informally on several occasions the agency's desire to eliminate at-grade road crossings of the railroad, specifically Sunnyvale Avenue. This is for the purpose of eliminating the potential for collisions. Recently Caltrain staff have expressed concerns over the physical ability and cost effectiveness of grade separating Sunnyvale Avenue, and have suggested that closure of the road may be an approach. This could not occur without the City's consent. The City has not considered the issue of closure, but has gone on record as supporting grade separation (LAP 1.i.20). Grade separation could change the track elevation along Hendy Avenue, which could also affect a walkway.

The City also has a project to rehabilitate the Mathilda Avenue Caltrain Bridge. This project includes reconstruction of the existing pedestrian walkway on the bridge. This walkway does not meet Americans with Disabilities Act design standards pertaining to ramp slopes and width. It has been characterized as an unpleasant place to walk as well, due to pedestrians having to walk in close proximity to Mathilda Avenue traffic with no barrier separation. The reconstructed bridge walkway will meet ADA standards and provide a barrier between pedestrians and traffic. However, interest has been expressed in considering an underpass as an alternative to a reconstructed bridge walkway. The relevance to the Hendy Avenue issue is that the bridge project will provide another ADA compliant access across the tracks. It is not likely to be a

convenient route for many of the users of the illegal Hendy Avenue access, but it will provide a reasonable alternative for pedestrians destined to the Applied Signal Technology complex or destinations closer to Mathilda Avenue. An underpass alternative could potentially be configured to serve both train patrons desiring to reach the north platform and pedestrians accessing the station or downtown from the north. Therefore, this alternative could be another substitute for a Hendy access. However, no funding has been identified to construct this underpass in the near term.

### **FISCAL IMPACT**

There is no fiscal impact associated with taking a position on construction of a Sunnyvale Caltrain station north side access in the near term. Funds for design work were previously approved by the City Council as part of project Project 825990, Caltrain North Side Access Improvements. Funds for construction of a walkway would be borne by the Santa Clara Valley Transportation Authority. Caltrain is currently responsible for maintenance of station platforms and other appurtenances within the right of way, and staff assumes that Caltrain would assume maintenance responsibilities and costs for a walkway.

### **PUBLIC CONTACT**

Staff met with the Heritage District Neighborhood Association regarding the access issue and the City's access planning project in October, 2005. A community meeting was held on the near term access issue on April 20, 2006. Notices of this meeting were direct mailed to 913 residents, property owners, business owners, and concerned individuals. Signs were also posted at the Caltrain station regarding this meeting. The meeting was advertised on KSUN and on the City's web site.

Public contact of this Council report and hearing was made through posting of the Council agenda on the City's official notice bulletin board, posting of the agenda and report on the City's web page, and the availability of the report in the Library and the City Clerk's Office. Notices of the hearing were mailed to 913 residents, property owners, business owners, and concerned individuals, as well as attendees of the April 20, 2006 community meeting. The Sunnyvale Bicycle and Pedestrian Advisory Committee held a public hearing on this issue at its April 27, 2006 meeting.

### **CONCLUSION**

For many years an informal, yet illegal access path from Hendy Avenue to the Sunnyvale Caltrain station north platform has been fashioned by pedestrians wishing to access the station. The City has supported formalizing this access, but for various regulatory, policy, and liability reasons, and potential conflicts

with long range planning, the primary responsible agencies, the Peninsula Corridor Joint Powers Board (Caltrain) and the California Public Utilities Commission (CPUC) have not supported improvements.

Improvement of the Caltrain platforms to provide gated, controlled crossings and restrict access across the right of way have alleviated many of the CPUC's concerns, and significant public outcry supporting formalizing the access has led Caltrain to modify its position. Caltrain now is prepared to support construction of a formal access in the near term, should the Sunnyvale community demonstrate support. Caltrain has requested that the Sunnyvale City Council act to transmit the community's position on formalizing near term access. City staff, in cooperation with Caltrain and the VTA, held a community meeting on April 20, 2006 that was attended by approximately 70 citizens. Support for construction of a formal access in the near term was nearly unanimous. A number of associated concerns were raised, including traffic, parking, littering, and crime. A small number of citizens in attendance were opposed to a formal opening. The City has also received a significant amount of correspondence overwhelmingly in favor of improving the path

Determination of the ultimate, longer term improvements for this area remains an open issue. Installation of additional tracks, platform lengthening, and/or construction of a high speed rail system on the Caltrain right of way may necessitate construction of a grade separation (likely an underpass) which could affect any walkways constructed today. However, Caltrain indicates that any changes to the current uses within their right of way are likely 5 to 10 years from consideration.

## **ALTERNATIVES**

1. Support construction of a walkway from Hendy Avenue to the Sunnyvale Caltrain station north platform, subject to negotiation and formalization of any required cooperative agreements, permits, funding or other arrangements between the City, Caltrain, and the Santa Clara Valley Transportation Authority. Direct staff to transmit this position to Caltrain, and authorize the City Manager to negotiate and execute any required agreements to facilitate construction of this access.
2. Direct staff to install an all way stop sign at Hendy Avenue and Frances Street coincident with construction of a walkway.
3. Oppose construction of a walkway from Hendy Avenue to the Sunnyvale Caltrain station north platform and direct staff to transmit this position to Caltrain.
4. Direct staff to consider other alternatives for providing pedestrian access from Hendy Avenue or the neighborhood north of the Caltrain station.

## **RECOMMENDATION**

Staff recommends Alternatives 1 and 2: City Council endorse construction of a walkway from Hendy Avenue to the Sunnyvale Caltrain station north platform, subject to negotiation and formalization of any required cooperative agreements, permits, funding or other arrangements between the City, Caltrain, and the Santa Clara Valley Transportation Authority. Staff further requests that the City Council authorize the City Manager to negotiate and execute any required agreements to facilitate construction of this access. Also, staff recommends that the City Council direct staff to install an all way stop sign at the intersection of Hendy Avenue and Frances Street.

Based on the strong showing of community support for an improved walkway access and the Caltrain's and CPUC support for construction of a formal access in the near term from Hendy Avenue to the Caltrain station, staff recommends that the City Council endorse construction of a walkway.

The Sunnyvale BPAC recommends

Reviewed by:



Marvin Rose, Director, Public Works

Prepared by Jack Witthaus, Transportation and Traffic Manager

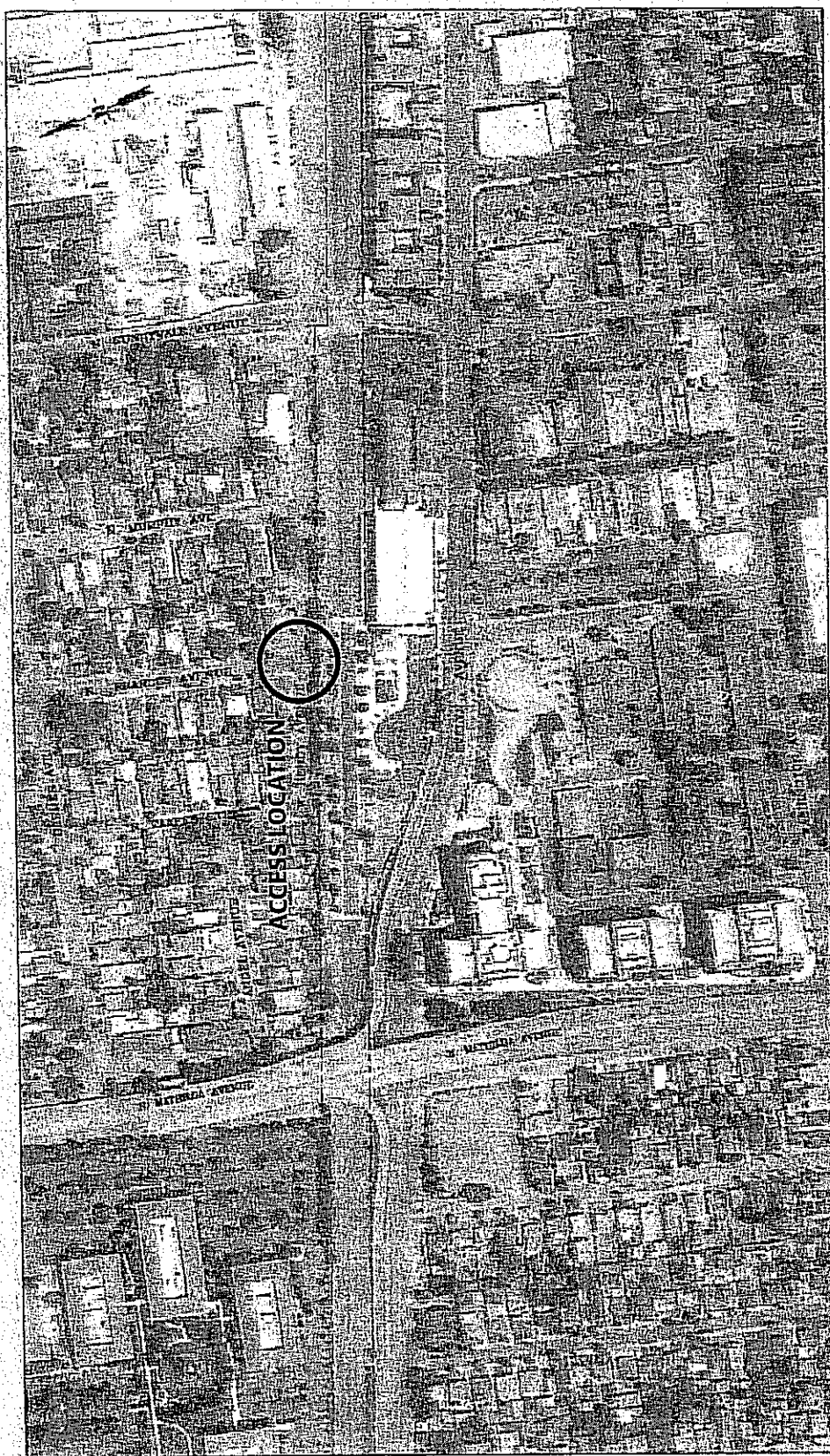
Approved by:



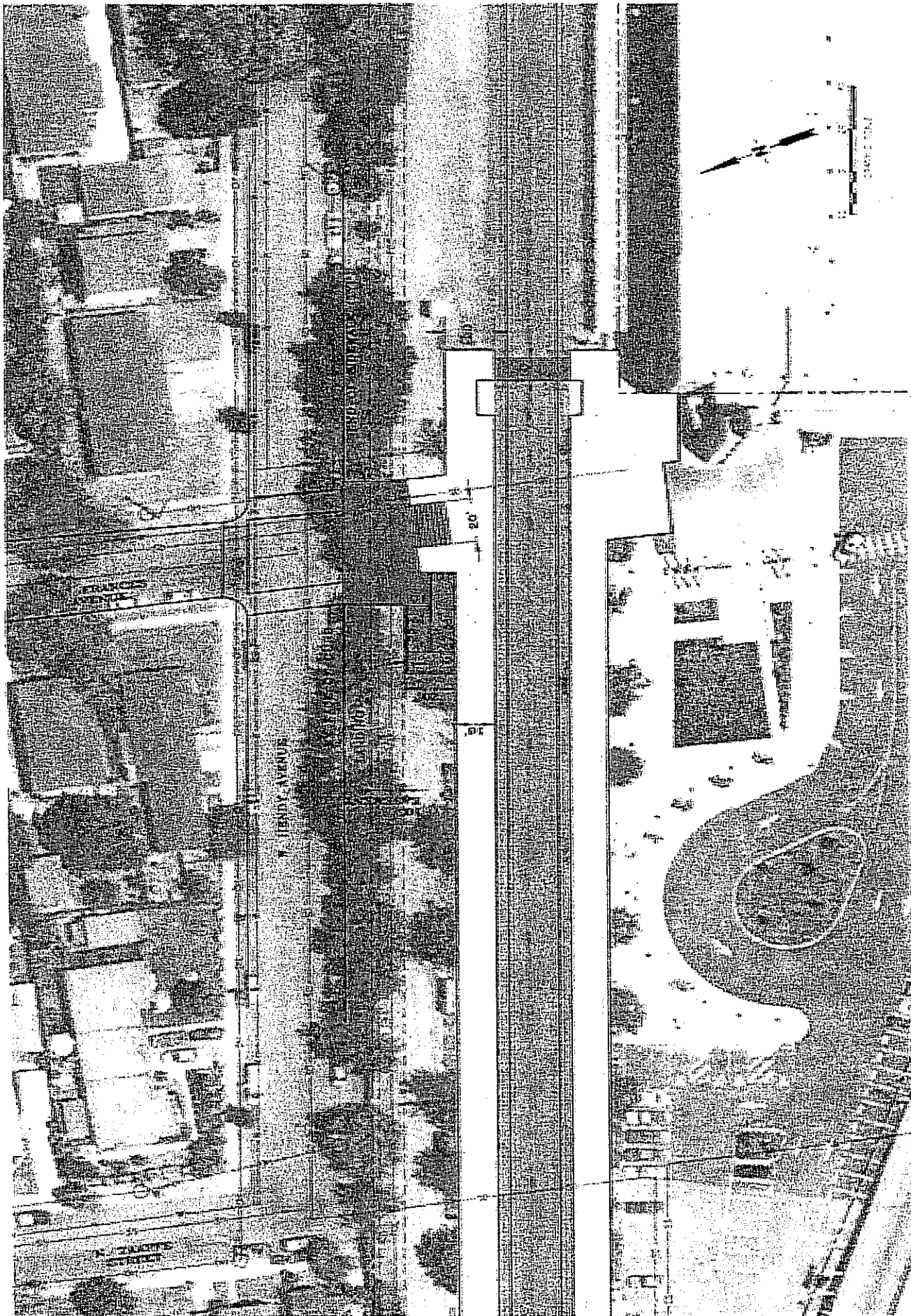
Amy Chan  
City Manager

## **Attachment**

1. Location Map
2. Conceptual Drawing of a Hendy Avenue/Caltrain Access
3. Correspondence Received
4. April 20, 2006 Community Meeting Notes
5. April 20, 2006 Community Meeting Written Input
6. April 12, 2006 Advisory Committee on Accessibility Meeting Minutes





[illegible]





## **MINUTES**

### **SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

The Bicycle and Pedestrian Advisory Committee met in regular session at 6:30 p.m. on February 16, 2006 with Committee Chair Mayer presiding. The meeting was held in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale.

#### **ROLL CALL**

**Members Present:** Kevin Jackson  
Thomas Mayer  
Ralph Durham  
Andrea Stawitcke  
Cindy Cotton

**Members Absent:** Thomas Reuner – excused  
Gerald Gras- unexcused

**Staff Present:** Dieckmann Cogill, Senior Transportation Planner  
Lt. Tracy Hern, Public Safety  
Lt. Rick Sautter, Public Safety

**Visitors:** K. Aflatoons, Boy Scouts  
R. Browning, Boy Scouts  
Sandy Johnson

#### **SCHEDULED PRESENTATION**

Lt. Hern discussed education of officers regarding the revised sidewalk ordinance.

#### **PUBLIC ANNOUNCEMENTS**

None

#### **CONSENT CALENDAR**

1.A) Approval of Draft Minutes from January 26, 2006

- 1.B) Approval of Agenda
- 1.C) Approval of 2005 Calendar

**Jackson moved and Durham seconded, approval of the Consent Calendar items 1.B and 1.C**

**The motion carried unanimously**

Jackson and Mayer requested 2 additions and 1 change to the Draft Minutes regarding the Caltrain bike Lockers Item.

**Durham moved and Mayer seconded, approval of the Consent Calendar items 1.A with modifications**

**The motion carried unanimously**

### **CITIZENS TO BE HEARD**

None

### **PUBLIC HEARINGS/GENERAL BUSINESS**

#### **2. Bike to Work Day Planning**

Cogill updated the committee on the regional Bike to Work Day activities and asked that the committee brainstorm possible ways to promote the Team Bike Challenge.

Cogill will coordinate the some City of Sunnyvale Staff teams. She asked the committee to come the next meeting with ideas for at least 2 BPAC teams.

Mayer suggested a competition within the City of Sunnyvale.

Jackson suggested getting the word out to school children.

**No formal action necessary.**

#### **3. Health and Safety Fair**

Cogill asked for volunteers for the helmet fitting for the Health and Safety Fair.

Ralph Durham confirmed that he will be available.

**No action necessary**

4. Authorization to file 2006/07 TFCA Grant Applications

Cogill presented staff report.

The committee recommended looking at the CIP bike lane list, and consider the purchase of bikes for the city's vehicle fleet.

**Jackson moved and Durham seconded, to Recommend that City Council authorize filling of FY 2006/2007 TFCA 40% Grant proposals relating to bicycles and pedestrians as presented by staff with modification to consider the bike lanes projects on the CIP list and the purchase of bikes for the City's vehicle fleet.**

**The motion carried unanimously**

5. Utility Bill Stuffer Concepts

Cogill presented a proposal for the sharrow education component of the utility bill stuffer.

BPAC approved of staff's proposal.

**No action necessary**

**NON-AGENDA ITEMS AND COMMENTS**

- BPAC ORAL COMMENTS

The committee was pleased with the bike lanes on Wolfe Road.

Mayer asked about getting sidewalk and curb-cut at the southeast corner of Lawrence/Sandia.

Durham and Stawitcke asked staff to distribute B/C recruitment information.

- STAFF ORAL COMMENTS

Cogill reported the opening of the Wolfe Road bike lane and the Borregas Initial Study.

BPAC requested hard copies of the study.

Cotton left meeting at 8pm.

**INFORMATION ONLY ITEMS**

No comments

**ADJOURNMENT**

The meeting adjourned at 8:10 p.m.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Diëckmann Cogill", written over a horizontal line.

Diëckmann Cogill, Senior Transportation Planner

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# Bicycle and Pedestrian Advisory Committee

## Active Items

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
1	Borregas Avenue Bike Corridor Study	Cogill	2008	CEQA/NEPA environmental clearance complete. Project Update submitted to City Council on April 11, 2006. Construction scheduled to start 2007.	4/20/2006
2	Bernardo Caltrain Under-crossing	Cogill	Preliminary engineering by 2005	Feasibility Study accepted by the City Council. Funds for 20% local matching funds must be identified before further project initiation. BEP Tier 1 update submitted. VTA will program 80% funds out to 2016 to allow for time to secure matching funds.	10/14/2004
3	Calabazas Creek Trail	Neumayer	Spring 2006	Under Construction - Bridge in place, path paved. Fences, drainage and retaining walls still need to be put in place before the path can open. Weather permitting, everything should be complete by springtime.	2/9/2006
4	Evelyn Avenue Bike Lane Phase 1 and 2	Cogill	Summer/Fall 2006	Engineering underway.	2/9/2006
5	Code of Ethics	Cogill	7/1/2006	Annual review to occur at July 2006 meeting	11/8/2005
6	Utility Bill Stuffer	Cogill	Mar-06	May/June Stuffer completed	4/20/2006
7	Bike to Work Day	Cogill	5/18/2006	To be held in May 18, 2006	2/9/2005
8	Overlay, Reconstruction, Slurry & Chip Schedule	D. Trott	Feb. 2006	Info Only Item, April 2006	4/20/2006

O-1	Bike Transportation Account Grant Program	Cogill	Annual	Staff submitted grant application for Borregas Avenue Bike/Ped Bridges. If grant is awarded, the funding would count towards the City's matching funds for the BEP funding	12/6/2005
O-2	General Supply Expenditures	Cogill	Ongoing	Funds to be used for safety/helmet education training at 2 middle schools in Sunnyvale	12/6/2005
O-3	Bicycle Capital Improvement Program	Cogill	Ongoing	Grant applications submitted for Duane Avenue from Fair Oaks to Lawrence, Borregas Avenue from Weddell to Carlbbean, and Evelyn Avenue from Sunnyvale to Reed.	3/23/2004
O-4	TFCA grants	Cogill	Annual	Funds received for Evelyn Avenue Bicycle Lane: phase 2	6/30/2005
O-5	Bike Parking Incentive Program	Cogill	Ongoing	Rack provided to Camino Medical Group	8/15/2003
O-6	Construction Zone Safety Complaints received	Cogill	Ongoing	two complaints received. 1.) Arques/Wolfe, 2.) Kifer/Lawrence both instances reported to PW Inspector for follow-up	4/20/2006
O-7	Issues raised at BPAC meeting requiring staff follow-up	Cogill	Ongoing	1.) Send BPAC recruitent info to BPAC members. Done 2.) Research sidewalk and curb ramp at southeast corner of Lawrence/Sandlia. In process. Curb ramps currently exist on this site and there is an asphalt path. The engineering division is reseaching ROW issues.	2/9/2006

**BPAC DPW - Lane Blocked on Evelyn**

ATTACHMENT

9

**From:** "Thomas Granvold" <tgranvold@gmail.com>  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** 4/5/2006 9:29:30 PM  
**Subject:** Lane Blocked on Evelyn

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BPAC,

I have noticed recently that the right eastbound lane has been coned off in front of the Britton Place development between Fair Oaks and Wolf. During the day they have trucks and other equipment in the lane. But at night the lane is empty except for one dumpster. There is no reason for this lane to be closed at night as the dumpster still leaves enough room in the right lane.

As it is eastbound traffic is forced into the left lane where is not sufficient space to share with a bicycle.

In addition the only signage is one sign saying lane closed ahead and one lighted board with arrows. There are no watch for bicycles or other signs.

Thanks,  
Tom Granvold

**From:** Collins <collins@pali.com>  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** Sun, Apr 2, 2006 10:20 AM  
**Subject:** Sunnyvale Bicycle Map

After reading about the release of a new bicycle map in the Sunnyvale Quarterly Report, I rushed to the library and picked one up.

I discovered that I no longer live in Sunnyvale! You didn't even get the boundaries of the city correct. I wonder how many other "details" were overlooked. My suspicion was that creating the map was mostly a volunteer effort, but for a once-a-decade product, I would hope for more quality control.

As for one of the new bike routes, the Wolfe Road "slalom course" is not only unsafe for bicycles, I am concerned about my car's sheet metal when I drive it.

Well, its back to the side streets for me.

Bob Collins  
Waxwing Avenue  
>>SUNNYVALE<<



**From:** Rich Ober/Tina Nunes <obernunes@sbcglobal.net>  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** Thu, Mar 30, 2006 5:41 PM  
**Subject:** calabazas creek trail

Hi,

I was wondering when the Calabazas Creek Trail was going to be completed. Will it connect to the Bay Trail at Sunnyvale Baylands? Will there be underpasses bypassing Tasman Ave and other streets?

I live in the San Miguel neighborhood and my kids and I are looking forward to being able to ride our bikes from home to the bay with little car contact.

Thanks,

Rich Ober

**From:** "Jeremy Hubble" <jghubble@gmail.com>  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** Wed, Mar 29, 2006 10:13 AM  
**Subject:** Safety Hazard at Sunnyvale Caltrain Station

A significant safety hazard has been created at the Sunnyvale caltrain station. The entrance to the station on the north side, off of Hendy has been fenced off. Previously caltrain passengers could walk a few yards to the train platform, and did not need to cross any train tracks. Now, they are required to cross (at grade) 4 active railroad tracks, and walk about 4 blocks to the station. This this fence has introduced additional required at-grade crossings - especially ironic at a time when the goal is to minimize at-grade crossings.

Passengers exiting a southbound train will likely cross the two tracks (as before) and then upon finding the exit fenced off, travel along the train tracks to the crossing at Sunnyvale. (Again, this is a greater safety risk than the previous situation.)

While the small entrance off Hendy was not fancy, it was adequate for many Caltrain passengers each day. It requires little to maintain and serves its purpose. While enhancements would be nice, leaving the entrance open provides increased safety and pedestrian convenience at no additional cost.

Jeremy Hubble

**CC:** <DCogill@ci.sunnyvale.ca.us>

## CITY OF SUNNYVALE

CALIFORNIA

March 30, 2006

ATTACHMENT

9/3/10

To: Public Safety  
 From: Tony Pineda  
 Subject: Schedule of Streets Closed for Slurry Seal

The streets listed below are scheduled to be closed during the corresponding dates and times for Slurry Seal work. An officer may be needed during the first hour of closure to assist with parked cars.

<u>Day</u>	<u>Date</u>	<u>Time</u>	<u>Street</u>	<u>From</u>	<u>To</u>
Monday	4-17-06	7 AM to 4 PM	MEADOWLARK	Eton s/s	Inverness n/s
Monday	4-17-06	8 AM to 4 PM	LEIGHTON	Nightingale	Peacock
Monday	4-17-06	9 AM to 4 PM	LOCHINVAR	Waxwing ctr	Law. Exp
Monday	4-17-06	9 AM to 4 PM	ROSALIA	Bryant	s/o 1348
Monday	4-17-06	9:30 AM to 4 PM	JASMINE	Laburnum w/s	Lusterleaf
Monday	4-17-06	9:30 AM to 4 PM	LUSTERLEAF w/s	Iris s/s	Jasmine ctr
Monday	4-17-06	10 AM to 4 PM	FIRLOCH	Olive s/s	South end
Monday	4-17-06	10 AM to 4 PM	CHEYENNE	Hollenbeck	Owen Sound ctr
Tuesday	4-18-06	7 AM to 4 PM	OAK CREEK	Manzano	Sandia
Tuesday	4-18-06	8 AM to 4 PM	TUCSON	Fairwood e/s	Torrance ctr
Tuesday	4-18-06	8:30 AM to 4 PM	SANDIA	Candlewood Ct w/s	Fairwood ctr
Tuesday	4-18-06	8:30 AM to 4 PM	CANDLEWOOD CT	Sandia n/s	North end
Tuesday	4-18-06	9 AM to 4 PM	SAN MIGUEL	Alvarado	Amador s/s
Tuesday	4-18-06	9 AM to 4 PM	SAN MATEO CT	Ahwanee	South End
Tuesday	4-18-06	9 AM to 4 PM	SANTA ROSA	Colusa	Amador
Tuesday	4-18-06	10 AM to 4 PM	FERNWOOD W	Fernwood S n/s	Fernwood N s/s
Tuesday	4-18-06	9 AM to 4 PM	CHEYENNE	Saskatchewan ctr	Valcartier
Wednesday	4-19-06	7 AM to 4 PM	ARQUES	West end	Sunnyvale e/s
Wednesday	4-19-06	7:30 AM to 4 PM	LASTRETO	Taylor	Arques
Wednesday	4-19-06	8 AM to 4 PM	MORSE	Arques s/s	California
Wednesday	4-19-06	8:30 AM to 4 PM	CALIFORNIA AVE	Belmont/LaMesa Terr	Pajaro ctr
Wednesday	4-19-06	8:30 AM to 4 PM	CARSON	Mary	Piedra
Wednesday	4-19-06	9 AM to 4 PM	VINE	Southwood	Central
Wednesday	4-19-06	9:30 AM to 4 PM	ASTER	Sequoia e/s	1008 w/pl
Wednesday	4-19-06	9:30 AM to 4 PM	SENNA CT	Aster	South End

<u>Day</u>	<u>Date</u>	<u>Time</u>	<u>Street</u>	<u>From</u>	<u>To</u>
Thursday	4-20-06	7 AM to	4 PM NUTMEG	Blair	Berkshire n/s
Thursday	4-20-06	7 AM to	4 PM LAFAYETTE	Fig e/s	Bernardo
Thursday	4-20-06	7 AM to	4 PM STELLA CT	North end	South end
Thursday	4-20-06	8 AM to	4 PM TORRINGTON	Hollenbeck	Royal Ann ctr
Thursday	4-20-06	8 AM to	4 PM REGINA CT	Torrington	South end
Thursday	4-20-06	8 AM to	4 PM RIBIER CT	Torrington	South end
Thursday	4-20-06	8:30 AM to	4 PM WINSTEAD CT	Hollenbeck	West end
Thursday	4-20-06	8:30 AM to	4 PM CHEYENNE	Owen Sound ctr	Revelstoke ctr
Friday	4-21-06	7 AM to	4 PM SARGENT	Chopin	Verdi
Friday	4-21-06	8 AM to	4 PM FISHERHAWK	Ashbourne	Cardigan
Friday	4-21-06	8:30 AM to	4 PM CHEYENNE	Revelstoke ctr	Saskatchewan ctr
Friday	4-21-06	8:30 AM to	4 PM HELENA	Wright e/s	Mary w/s
Friday	4-21-06	9:30 AM to	4 PM CASCADE	Wright e/s	Galloway Ct ctr
Friday	4-21-06	9:30 AM to	4 PM GALLOWAY CT	Cascade	South end
Sunday	4-23-06	6 AM to	5 PM ARQUES - outside lane	Commercial ctr	Santa Trinita ctr
Sunday	4-23-06	6 AM to	5 PM DEGUIGNE	Stewart ctr	Arques
Sunday	4-23-06	6 AM to	5 PM THOMPSON	DeGuigne	West end
Sunday	4-23-06	6 AM to	5 PM BORDEAUX	Mathilda e/s	Java n/s
Sunday	4-23-06	6 AM to	5 PM HUMBOLDT CT	Borregas	East end
Sunday	4-23-06	6 AM to	5 PM GIBRALTER CT	Borregas	West end
Monday	4-24-06	7 AM to	4 PM LORNE	Peacock e/s	Quail w/s
Monday	4-24-06	7 AM to	4 PM LORNE	Swallow e/s	East end
Monday	4-24-06	7:30 AM to	4 PM LOCHINVAR	East side of creek	Waxwing ctr
Monday	4-24-06	8 AM to	4 PM CORONACH	The Dalles	Helena
Monday	4-24-06	8 AM to	4 PM DARRINGTON CT	Coronach	West end
Monday	4-24-06	9 AM to	4 PM LAVENDER	Laburnum w/s	Lusterleaf e/s
Monday	4-24-06	9:30 AM to	4 PM DAHLIA	Torreya w/s	Vinemaple e/s
Monday	4-24-06	9:30 AM to	4 PM DAHLIA CT	Vinemaple	End
Monday	4-24-06	9:30 AM to	4 PM FIRLOCH	Arbutus 623 w/pl	Olive n/s
Tuesday	4-25-06	7 AM to	4 PM CHOPIN	Renior Ct ctr	Van Dyck e/s
Tuesday	4-25-06	8 AM to	4 PM CRESCENT	Manet e/s	Picasso
Tuesday	4-25-06	8 AM to	4 PM MATISSE CT	Crescent	South end
Tuesday	4-25-06	9 AM to	4 PM CASCADE	Bernardo	Wright w/s
Tuesday	4-25-06	9 AM to	4 PM DEROCHE CT	Cascade	North end
Tuesday	4-25-06	9 AM to	4 PM ENDERBY	Cascade	North end
Tuesday	4-25-06	9 AM to	4 PM COLINTON	Cascade	North end
Tuesday	4-25-06	10:30 AM to	5 PM ABERDEEN	Kitmat e/s	Astoria

<u>Day</u>	<u>Date</u>	<u>Time</u>	<u>Street</u>	<u>From</u>	<u>To</u>
Wednesday	4-26-06	7 AM to 4 PM	AMERICA	Taylor	Arques
Wednesday	4-26-06	7 AM to 4 PM	SCHROEDER	Taylor	Arques
Wednesday	4-26-06	7 AM to 4 PM	ESCALON	Ano Nuevo ctr	Mary
Wednesday	4-26-06	8:30 AM to 4 PM	WAVERLY	Evelyn	Washington n/s
Wednesday	4-26-06	9 AM to 4 PM	CHARLES	Washington s/s	McKinley n/s
Wednesday	4-26-06	9:30 AM to 4 PM	LINCOLN	Bayview	Central ctr
Wednesday	4-26-06	9:30 AM to 4 PM	LINCOLN	Central ctr	Evelyn
Wednesday	4-26-06	9:30 AM to 4 PM	MAXINE	Olive n/s	North end
Wednesday	4-26-06	9:30 AM to 4 PM	MAXINE	Olive s/s	South end
Wednesday	4-26-06	10 AM to 4 PM	ASTER	1008 w/pl	Evelyn
Thursday	4-27-06	7 AM to 4 PM	QUETTA	Harvard n/s	Haverhill s/s
Thursday	4-27-06	7 AM to 4 PM	QUETTA CT	Quetta s/o Haverhill	South end
Thursday	4-27-06	7 AM to 4 PM	LEXINGTON	Bernardo	Fig e/s
Thursday	4-27-06	7:30 AM to 4 PM	HEATHERSTONE	Knickerbocker e/s	Bernardo w/s
Thursday	4-27-06	8:30 AM to 4 PM	SARANAC	Reinclud Ct ctr	Hollenbeck
Thursday	4-27-06	8:30 AM to 4 PM	REYNELLA CT	Saranac	South end
Thursday	4-27-06	9 AM to 4 PM	TORRINGTON	Royal Ann ctr	Snowberry Ct ctr
Monday	5-1-06	7 AM to 4 PM	AZARA	Firloch	Hawthorn
Monday	5-1-06	7 AM to 4 PM	AJAX	Liquidamber e/s	West dead end
Monday	5-1-06	7 AM to 4 PM	JUNIPER CT	Ajax	South end
Monday	5-1-06	8:30 AM to 4 PM	LUSTERLEAF	Jasmine ctr	Lavender n/s
Monday	5-1-06	8:30 AM to 4 PM	LUSTERLEAF e/s	Iris s/s	Jasmine ctr
Monday	5-1-06	8:30 AM to 4 PM	KARO CT	Lusterleaf	West end
Monday	5-1-06	9 AM to 4 PM	MEADOWLARK	Inverness s/s	Nightingale s/s
Monday	5-1-06	10 AM to 4 PM	LACHINE	Nisqually	Manitoba w/s
Tuesday	5-2-06	7 AM to 4 PM	ESSEX	Bradford	Garner
Tuesday	5-2-06	7:30 AM to 4 PM	LAKEBIRD	Hiddenlake ctr	Meadowlake ctr
Tuesday	5-2-06	8:30 AM to 4 PM	BLAZINGWOOD	Pecos s/s	Sandia n/s
Tuesday	5-2-06	8:30 AM to 4 PM	TUCSON	Bridgewood e/s	Fairwood w/s
Tuesday	5-2-06	8:30 AM to 4 PM	CRESTWOOD CT	Tucson	South end
Tuesday	5-2-06	9:30 AM to 4 PM	ALVARADO	San Miquel	San Pablo
Tuesday	5-2-06	9:30 AM to 4 PM	FERNWOOD S	Fernwood W w/s	Morse
Tuesday	5-2-06	10 AM to 4 PM	CYPRESS	Kirk	Bayview

<u>Day</u>	<u>Date</u>	<u>Time</u>	<u>Street</u>	<u>From</u>	<u>To</u>
Wednesday	5-3-06	7 AM to 4 PM	CARROLL	Evelyn	Washington n/s
Wednesday	5-3-06	7 AM to 4 PM	BISHOP	Bayview	Carroll
Wednesday	5-3-06	7:30 AM to 4 PM	FLORA VISTA	McKinley	South end
Wednesday	5-3-06	8 AM to 4 PM	BRYAN	Central e/s	Fair Oaks w/s
Wednesday	5-3-06	8 AM to 4 PM	WILSON CT	Bryan	South end
Wednesday	5-3-06	8:30 AM to 4 PM	BLUEBONNET	Sequoia e/s	Azalea 1036 nw/pl
Wednesday	5-3-06	9 AM to 4 PM	MCKINLEY	Bernardo e/s	Leota w/s
Thursday	5-4-06	7 AM to 4 PM	CORTE MADERA	Mary	Ano Nueva ctr
Thursday	5-4-06	7 AM to 4 PM	FIG	Lafayette s/s	Lexington n/s
Thursday	5-4-06	7 AM to 4 PM	SARANAC	Pome w/s	Reinclud Ct ctr
Thursday	5-4-06	7 AM to 4 PM	PRUNELLE CT	Saranac	South end
Thursday	5-4-06	7 AM to 4 PM	REINCLAUD CT	Saranac	South end
Thursday	5-4-06	8 AM to 4 PM	LOS AROBLES	Fremont	Cascade
Thursday	5-4-06	9 AM to 4 PM	QUEEN CHARLOTTE	Kirkland	La Grande n/s
Thursday	5-4-06	9 AM to 4 PM	KODIAK CT	Queen Charlotte	West end
Friday	5-5-06	7 AM to 4 PM	KAMIAH	Wright	Honfleur
Friday	5-5-06	7 AM to 4 PM	CASCADE	Galloway Ct ctr	Mary w/s
Friday	5-5-06	7 AM to 4 PM	KELOWNA CT	Cascade	South end
Friday	5-5-06	8 AM to 4 PM	DUNCARDINE	Flicker	Kingfisher
Friday	5-5-06	9 AM to 4 PM	BOBWHITE	Fremont	Carlisle n/s
Friday	5-5-06	9 AM to 4 PM	ARRAN CT	Bobwhite	East end
Friday	5-5-06	9 AM to 4 PM	BELFAST CT	Bobwhite	West end
Friday	5-5-06	10 AM to 4 PM	PICASSO	Crescent- end of island	Fremont
Sunday	5-7-06	6 AM to 5 PM	ARQUES inside lanes	Commercial ctr	Santa Trinita ctr
Monday	5-8-06	7 AM to 4 PM	BRYANT	Eleanor	Norman w/s
Monday	5-8-06	7 AM to 4 PM	CARLISLE	Mallard	Kingfisher
Monday	5-8-06	7 AM to 4 PM	MALLARD	1402 Carlisle	Dartshire n/s
Monday	5-8-06	8:30 AM to 4 PM	IRIS	Henderson	Silver Tip e/s
Monday	5-8-06	8:30 AM to 4 PM	SILVER TIP	Iris s/s	Starbush e/s
Monday	5-8-06	9 AM to 4 PM	LABURNUM	Jasmine s/s	Lavender n/s
Monday	5-8-06	9:30 AM to 4 PM	TORREYA	Columbine	Dahlia n/s
Monday	5-8-06	9:30 AM to 4 PM	MIRAMAR	Tamarack e/s	East city limits
Monday	5-8-06	10:00 AM to 4 PM	BREMERTON	Mary	Miette

<u>Day</u>	<u>Date</u>	<u>Time</u>	<u>Street</u>	<u>From</u>	<u>To</u>
Tuesday	5-9-06	7 AM to 4 PM	LAKEKNOLL	Silverlake	Lakemuir
Tuesday	5-9-06	7:30 AM to 4 PM	LAKECHIME	Lakefair	Meadowlake ctr
Tuesday	5-9-06	9 AM to 4 PM	BLAZINGWOOD	Bridgewood s/s	Fairwood
Tuesday	5-9-06	9 AM to 4 PM	SANDIA	Blazingwood ctr	Candlewood Ct w/s
Tuesday	5-9-06	9 AM to 4 PM	BURNTWOOD CT	Sandia n/s	North end
Tuesday	5-9-06	9:30 AM to 4 PM	BARSTOW CT	San Rafael	West end
Tuesday	5-9-06	9:30 AM to 4 PM	SAN MIGUEL	Amador	Duane
Wednesday	5-10-06	7 AM to 4 PM	ENCINO CT	Bodega	South end
Wednesday	5-10-06	7 AM to 4 PM	VASQUEZ CT	Vasquez	South end
Wednesday	5-10-06	7 AM to 4 PM	CARSON	Piedra s/s	Washington n/s
Wednesday	5-10-06	7:30 AM to 4 PM	WAVERLY	Washington s/s	McKinely n/s
Wednesday	5-10-06	8 AM to 4 PM	NOVATO	Sutter	Olive
Wednesday	5-10-06	8 AM to 4 PM	PALA	Sutter	Olive
Wednesday	5-10-06	8 AM to 4 PM	PURISIMA	Sutter	Olive
Wednesday	5-10-06	9 AM to 4 PM	LA CROSSE	Cathedral	Corvallis n/s
Wednesday	5-10-06	9 AM to 4 PM	LA CROSSE CT	La Crosse	West end
Thursday	5-11-06	7 AM to 4 PM	BLAZINGWOOD	Palamos	Pecos s/s
Thursday	5-11-06	7 AM to 4 PM	BURNTWOOD	Sandia s/s	Bridgewood ctr
Thursday	5-11-06	7:30 AM to 4 PM	SOCORRO	Fairwood s/s	Havenwood n/s
Thursday	5-11-06	7:30 AM to 4 PM	SOCORRO	North end	Fairwood n/s
Thursday	5-11-06	8:30 AM to 4 PM	ALMADEN	San Ramon	San Rafael
Thursday	5-11-06	9 AM to 4 PM	ALVARADO	San Juan	San Miquel
Thursday	5-11-06	9:30 AM to 4 PM	FERNWOOD N	Fernwood W w/s	Morse
Thursday	5-11-06	9:30 AM to 4 PM	BALSAM	Kirk	Bayview